

Attachment B - Public Testimony Received on Draft Bikeway Master Plan as of June 17, 2015

Comment Number	Full Comment	Comment Synopsis	Staff Response	Date Received	Name and Address of Commenter
1	The Bethesda Trolley Trail is effectively useless as a commuter or even recreational route north of Edson Lane. Routes connecting Rockville to Bethesda are very important and currently not very good. I've tried them all.	Complete the Bethesda Trolley Trail to improve bicycling connections between Rockville and Bethesda.	The portion of the Bethesda Trolley Trail in Rockville is mostly complete. The majority of the trail is within Montgomery County's jurisdiction and requires action from the County.	2/6/2014	Seth Pollack, 702 Wilson Ave, Rockville
2	I frequently cross Rockville Pike at either Middle Lane or Monroe Place to access the Rockville Metro. Both intersections are hazardous and difficult to navigate on a bike.	Intersections of MD 355 and E. Middle Ln. and MD 355 and Monroe Pl. are difficult to navigate via bicycle.	The draft plan proposes to add bike lanes to Park Road near the Rockville Metro station, which would provide a safer bicycle connection to Town Center via E Middle Lane. No improvements are proposed to the intersection of Rockville Pike at Monroe Place - people who feel unsafe crossing here on a bicycle will be encouraged to cross Rockville Pike on Park Road or use the crosswalk at Monroe Place.	2/6/2014	Seth Pollack, 702 Wilson Ave, Rockville
3	Crossing W. Montgomery Road at the stop light at Laird is difficult due to the long light cycle times and a seemingly non-functional cross button.	The call button doesn't seem to work at W. Montgomery Rd. and Laird St., and the signal timing is very long for those trying to cross W. Montgomery Rd.	West Montgomery Road is a major thoroughfare to connect traffic from Town Center to I-270 and points west. Through traffic on West Montgomery Road receives priority over side streets, which leads to longer wait times for those wishing to cross West Montgomery Road. Staff added language to address signal timing to Section 3.5 - Additional Recommendations. Also, staff checked the call buttons in question on May 5, 2014 and all were functional.	2/6/2014	Seth Pollack, 702 Wilson Ave, Rockville
4	The path from Great Falls Road just east of Rose Petal Way is very helpful in connecting to/from W. Montgomery Rd. However, the path ends at Autumn Wind playground and doesn't connect to Thomas St. There is a small grass area with a steep hill that is sometimes crossable by bike and sometimes not, depending on weather conditions. A small paved connection at this point seemse to make sense.	Connect path from Great Falls Rd. to Thomas St. to complete connection to W. Montgomery Rd. Shouldn't end at Autumn Wind playground.	Staff determined that the path does end at the playground at Autumn Wind Way, and bicycle connectivity would be enhanced by adding an approximate 25-foot connection from the trail to Thomas Street. This has been added to the proposed edits to the Plan.	2/6/2014	Seth Pollack, 702 Wilson Ave, Rockville
5	Seven Locks Road already has a wide shoulder that is useful for cycling. A designated bike lane or sharrows would seem to make sense. My experience is that this is more true on the northbound leg between Democracy to Wootton. Due to safety concerns, I almost always end up riding on the sidewalk for this section instead of being able to ride on the street where I belong. Of course, this might be because my northbound trip is usually in the dark.	Should provide on-road bicycle facility on Seven Locks Road, especially between Democracy Blvd. and Wootton Parkway.	Only a portion of Seven Locks Road between Democracy Boulevard and Wootton Parkway is within the City of Rockville. This comment should be addressed to the County to consider adding bicycle facilities to the street on Seven Locks Road.	2/6/2014	Seth Pollack, 702 Wilson Ave, Rockville
6	The small trail connecting the northernmost part of Seven Locks Road is in need of some maintenance but overall is most appreciated.	Maintain small connection from Seven Locks Road to Falls Road.	This connection is important and is listed on the City's bike maps as a shared use path. Staff will address the condition of this path outside of the master planning process.	2/6/2014	Seth Pollack, 702 Wilson Ave, Rockville

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7	<p>If the Corridor Cities Transitway is ever built, it is supposed to include a shared use path that will parallel the transit route. The shared use path will follow King Farm Boulevard from MD 355 to its end near I-270, then will cross I-270 on a bridge and continue to the Crown Farm area. Should that shared use path be shown on the Bikeway Master Plan Proposed Facilities map?</p> <p>Also to the extent that this master plan can influence the outcome, I support construction of that shared use path because it would provide a convenient bicycle connection between King Farm and Crown Farm/Washingtonian Centr.</p>	Should you include the shared use path paralleling the CCT corridor?	Currently, there is no shared use path in the Corridor Cities Transitway Plan that will parallel the transit route. Sharrows were added to King Farm Boulevard in October 2014, which should increase the comfort level for people on bicycles.	2/7/2014	Neil Braunstein, 509 Falcon Park Ln, Rockville
8	I think that there should be a better way to go from east to west in the southern part of the City. Twinbrook Parkway is not an easy street to bike on and crossing through the Metro station is also difficult.	Create a better east/west route in the southern part of the city.	The City is limited in our ability to create new connections in this area due to the existence of the railroad tracks as well as the dense fabric of single-family homes. Any future reconstruction of Twinbrook Parkway should include improved bicycle facilities.	2/7/2014	Alison Moser, 611 McIntyre Rd, Rockville
9	It would be great to have another bike crossing over the railroad tracks between Twinbrook Parkway and Edmonston.	Create another bike crossing over the railroad tracks between Twinbrook Pkwy and Edmonston Rd	<p>Providing a bicycle crossing of the railroad tracks between Twinbrook Parkway and Edmonston Road would help serve east/west traffic in the southern part of the City. However, finding an adequate location for a bridge would be difficult.</p> <p>The City does not own any land between these two streets adjacent to the railroad tracks, and acquiring enough land for an ADA-accessible bridge would be costly.</p>	2/7/2014	Alison Moser, 611 McIntyre Rd, Rockville
10	Please do not include the proposed "bike lane" going over 270 at the Falls Road Interchange. Please route bicyclists to Wootton Parkway, up Cabin John Parkway, and into town that way. Per current testimony from citizens, the interchange is already very dangerous for car and people, and it may be some years before an adequate solution is found. To place bicyclists in this interchange is to expose them to grave danger, and they should not be led into what amounts to a trap.	Don't put bike lane on Falls Road over I-270, it's dangerous	The bicycle lane on Falls Road at I-270 is a suggestion in the draft plan. The City would not look to provide any bicycle infrastructure that would put bicyclists, pedestrians, or automobile drivers in danger. Adding a bicycle lane here would need to be done in conjunction with other traffic changes to ensure public safety.	2/28/2014	David Thomas, 818 Brice Rd, Rockville

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11	The draft plan calls for a cycletrack to be installed along MD 355 for its entire length, and much of this roadway includes service by the aforementioned routes. They all have on-street stops along the curb. While there are many examples of one-way bicycle lanes successfully coexisting with transit buses and bus stops, I am unaware of many examples of two-way cycletracks coexisting with bus stops in the U.S. For a cycletrack behind the curb, bus stops along the curb present conflict points and safety concerns where the bus passengers need to cross the cycletrack to get to the sidewalk. Additionally, spaces need to be provided for bus passengers to wait for the bus that is outside of the cycletrack. A cycletrack in the street along the curb is even more problematic from a safety and conflict standpoint, as buses will need to cross the cycletrack at every bus stop in order to provide service.	WMATA has concerns about buses having to weave in and out of the cycletrack and having bus passengers walk through the cycletrack to get to the bus stop from the sidewalk.	A cycletrack is proposed for a portion of MD 355 in Rockville, which is part of the larger Rockville Pike Plan that is currently being reviewed by the Planning Commission. That draft places the cycletrack in access roads rather than on MD 355 itself, thereby avoiding conflicts with bus stops. However, any changes on MD 355 would take into account all road users, including transit. The City would not look to provide any bicycle infrastructure that would put people on bicycles, on foot, in a car, or on transit in danger. The City, State, and County would ensure that the design fits all road uses, and will seek WMATA's input during the design phase, which will come much later in the process.	2/20/2014	Aaron Overman, WMATA, Washington DC
12	The plan should note the existence of these transit routes and bus stops along MD 355 and call out for designs that accommodate the needs of all users of the roadway safely, and minimize conflict points between cycletrack and bus stops, bus passengers accessing stops, and bus running ways.	Note bus stops and routes on the maps and put design details in the plan. Minimize conflict between transit and cycletrack.	The draft plan is not intended to provide the level of detail requested in this comment. Design details will be created after the Rockville Pike Plan is adopted and the time is ripe for the creation of engineering details. WMATA will be involved in the process to ensure any redesign meets the needs of their vehicles and riders.	2/20/2014	Aaron Overman, WMATA, Washington DC
13	Need better access to Twinbrook Metro	Need better access to Twinbrook Metro	The Plan recommends the addition of bicycle lanes to Halpine Rd and Chapman Ave, which would provide safer access to the Metro station from the south. As bicycle facilities cannot fit on Twinbrook Parkway in its current configuration, people on bicycles are encouraged to take smaller neighborhood roads such as Lewis Ave and Halpine Rd to reach the Twinbrook Metro Station from the north and east.	3/25/2014	Alison Moser, 611 McIntyre Rd, Rockville
14	Need crossing of berm along Gude so [bikes] can go from College Gardens to King Farm	Need crossing of berm along Gude so [bikes] can go from College Gardens to King Farm	A shared use path is recommended in the plan to cross the forested berm to connect College Gardens and Gude Drive/Millennium Trail (the connection is shown at Fordham Street).	3/25/2014	Alison Moser, 611 McIntyre Rd, Rockville
15	The Rockville Environment Commission... respectfully requests the Advisory Committee and city staff consider the following additions to the Bikeway Master Plan: 1. Protected bike lanes. Bicycle engineering guidelines often used by state regulators to design bicycle facilities need to be overhauled to reflect current cyclists' preferences and safety data. Those safety preferences include cycle tracks - physically separated, bicycle-exclusive paths adjacent to sidewalks - that boost ridership among bicyclists. Currently, only Hungerford Drive from Mannakee to North Washington Street (.3 mile) is designated as a cycle track out of 24.5 miles of proposed new bike facilities.	Protected bike lanes are safer and need to be incorporate in more than 0.3 miles of the plan.	A cycletrack is proposed for the entire length of MD 355, including two-way cycletracks on both sides of MD 355 between the split with Veirs Mill Road and the southern City boundary. That is an important protected bike lane that would span over 2 miles in each direction.	4/4/2014	Clark Reed (chair of Environment Commission), 5913 Crawford Drive, Rockville

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16	Under Objective 4 - Safety on page 11, consider adding: "Policy 3.5 - Cycle tracks shall be the preferred infrastructure for constructing bicycle pathways. Where those aren't practical, protected bike lanes adjacent to roads shall be developed for increased visibility and safety."	Add a policy under Objective 4 stating that cycletracks are the preferred bicycle infrastructure in the city, and where not practical, use protected bike lanes instead.	The City of Rockville has many road and right-of-way constraints, and cycletracks are not a viable option for the majority of the City. Rather than placing a caveat in the plan that we cannot attain, we seek to recommend the safest facility possible while taking all factors into account, including street type, volumes, and road width.	4/4/2014	Clark Reed (chair of Environment Commission), 5913 Crawford Drive, Rockville
17	2. Open Streets Initiative. Rockville should create a task force to examine the best organizational model for an open streets initiative in our city; explore potential routes that meet the needs of key stakeholders; develop a marketing strategy, and work with partners and volunteers to increase capacity." (Note from KMB: An open streets initiative, according to openstreetsproject.org, is an initiative that temporarily closes streets to automobile traffic on a day or weekend basis, so that people may use them for walking, bicycling, dancing, playing, and socializing. They occur in over 100 cities worldwide, including many major American cities. In its review of the City of Rockville's Bicycle Friendly Community application, the League of American Bicyclists also suggested that Rockville consider this program.)	Create a task force to examine the creation of an open streets project in the city.	An Open Streets Initiative is an interesting idea for the City and would be one idea for further encouragement of bicycling. Staff added Open Streets in Section 4.2 as an example of other encouragement activities the City could undertake. Any specific action on that front would have to come from the Department of Recreation and Parks and is not appropriate to add in the plan as it is operational rather than a capital investment.	4/4/2014	Clark Reed (chair of Environment Commission), 5913 Crawford Drive, Rockville
18	Under Objective 5 - Encouragement on page 12, consider adding: "Policy 5.5 - Create an Open Streets Initiative to encourage bicycling and other forms of physical activity."	Add a policy under Objective 5 stating that the city will create an open streets initiative.	An Open Streets Initiative is an interesting idea for the City and would be one idea for further encouragement of bicycling. Staff added Open Streets in Section 4.2 as an example of other encouragement activities the City could undertake. Any specific action on that front would have to come from the Department of Recreation and Parks and is not appropriate to add in the plan as it is operational rather than a capital investment.	4/4/2014	Clark Reed (chair of Environment Commission), 5913 Crawford Drive, Rockville
19	Under Encouragement on page 25, consider adding: "Open streets initiatives temporarily close streets to automobile traffic, so that people may use them for just about any activity but driving - walking, jogging, bicycling, dancing, and social activity all flourish. People traffic replaces car traffic, and the streets become 'paved parks' where people of all ages, abilities, and social, economic, or ethnic backgrounds can come out and improve their mental, physical, and emotional health."	Add language in the Encouragement section on page 25 regarding open streets initiatives.	An Open Streets Initiative is an interesting idea for the City and would be one idea for further encouragement of bicycling. Staff added Open Streets in Section 4.2 as an example of other encouragement activities the City could undertake. Any specific action on that front would have to come from the Department of Recreation and Parks and is not appropriate to add in the plan as it is operational rather than a capital investment.	4/4/2014	Clark Reed (chair of Environment Commission), 5913 Crawford Drive, Rockville
20	3. Expand cargo bikes business opportunities. Preliminary studies from the European Union indicate that at least a quarter of freight deliveries in 322 European cities could be transferred away from delivery trucks to lower-impact cargo bikes and delivery trikes.	Expand cargo bike business opportunities in the City.	Cargo bikes are an interesting way to transport goods. However, the private sector would need to do any actions that seek to expand cargo bike usage in the City.	4/4/2014	Clark Reed (chair of Environment Commission), 5913 Crawford Drive, Rockville

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21	Under Objective 5 - Encouragement on page 12, consider adding: "Policy 5.6 - Educate entrepreneurs on how to run a cycle delivery business and encourage businesses to use them."	Add a policy under Objective 5 stating that the city will educate entrepreneurs on how to run a cycle delivery business and encourage businesses to use them.	The City is not an authority on using cargo bikes for delivery. The City encourages their lawful use for businesses who find it useful, but the City is unable to educate businesses on their usage.	4/4/2014	Clark Reed (chair of Environment Commission), 5913 Crawford Drive, Rockville
22	Under Section 4.1 - Enabling Policies on page 22, consider adding: "City staff will consider working with the Transportation and Planning Commission to explore updating the Zoning Ordinance to allow cycle deliveries in areas where motor vehicle access is restricted."	Add language in the Enabling Policies section regarding updating the Zoning Ordinance to allow cycle deliveries where motor vehicle access is restricted.	The City follows Montgomery County's laws regarding bicycle activities. The County allows for bicycles to use areas not open to vehicles (sidewalks, off-street paths). It is not necessary to add additional language to specifically allow bicycle deliveries where motor vehicle access is restricted because it is already laid out in the County's code.	4/4/2014	Clark Reed (chair of Environment Commission), 5913 Crawford Drive, Rockville
23	Under Section 4.2 - Additional Practices on page 24, consider adding: "Municipal Services - City staff will analyze the internal potential to employ cargo bikes for municipal services such as street cleaning, park maintenance and other services. Staff will also revise municipal service contracts to give preference for cycle-oriented services, where appropriate."	Add language in the Additional Practices section regarding the use of cargo bikes for city activities such as street cleaning and park maintenance. Also revise municipal service contracts to give preferences to cycle-oriented services."	Cargo bikes are an interesting way to transport goods. However, the City of Rockville is not an authority on the use of cargo bicycles, and their use is operational rather than capital, which is best left up to individual departments to determine on their own.	4/4/2014	Clark Reed (chair of Environment Commission), 5913 Crawford Drive, Rockville
24	We are writing to let you know that we, as a Board, are against the separate bike lanes proposed on Azalea Drive. While bike lanes are a worthy endeavor, the 252 townhouses in Regents Square were planned and built, in the 1960s, with the intention that some occupants would use street parking. The lots have nowhere near enough capacity for our residents. Residents are currently experiencing serious parking problems; street parking is heavily used. Further, the Regents Square portion of Azalea Drive is physically too narrow to accommodate a separate bike lane. Note: Also spoke at the public hearing with the same testimony.	Eliminate climbing lane from Azalea Drive.	Staff recommends removing the climbing lane on Azalea Drive from Table 3.1 of the draft Plan as well as the Recommendations Map.	4/7/2014	Joseph M. Covey, president of the Board of Directors, Regents Square Condominiums
25	I have mailed a separate letter to be added to the Public Comment section for the April 9, 2014 hearing. That letter contains a request to eliminate the proposed separate bike lane on Azalea Drive.	Eliminate climbing lane from Azalea Drive.	Staff recommends removing the climbing lane on Azalea Drive from Table 3.1 of the draft Plan as well as the Recommendations Map.	4/9/2014	Patricia Brown, 892 Azalea Drive, Rockville
26	Commissioner Leiderman, thank you for your comments related to: 1. the possibility/potential of losing on-street parking and/or narrowing roadways and/or removing entire lanes.	-	No specific plans for specific roads have been established. Engineering and design detail need to be completed before bringing a specific plan to neighborhood organizations for their input. It is premature at this point to discuss specific on-street parking, roadway narrowing, and lane removal.	4/9/2014	Patricia Brown, 892 Azalea Drive, Rockville

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27	2. the possibility of the plan being used inappropriately as a level, "... the Plan has been accepted."	-	The Plan is still in draft form and must go through additional scrutiny through the Planning Commission and Mayor and Council. It will be "accepted" only when it is adopted by Mayor and Council.	4/9/2014	Patricia Brown, 892 Azalea Drive, Rockville
28	3. the plan's track is too fast	-	The Bikeway Master Plan advisory committee, comprised of City staff and residents, have been reviewing the Plan for several years. The Plan is now being brought to the public before the Planning Commission and will then be brought forth to the Mayor and Council, allowing ample time for discussion and review.	4/9/2014	Patricia Brown, 892 Azalea Drive, Rockville
29	4. the need to see the final effect/impacts on the neighborhood	-	The draft plan is to be used as a vision for the future of bicycling in Rockville. Specific recommendations are to be reviewed with the understanding that this is not an implementation plan, and any action on the ground will require additional engineering and public outreach. There are no "final impacts" to discuss at this point.	4/9/2014	Patricia Brown, 892 Azalea Drive, Rockville
30	5. the need for additional hearing(s)	-	The Planning Commission has voted to keep the public record open until additional public hearing(s) are held at a date to be determined.	4/9/2014	Patricia Brown, 892 Azalea Drive, Rockville
31	6. giving presentations to neighborhood associations affected by these proposals	-	City staff has offered to give presentations on the draft Plan to any neighborhood organization that would like one. Several associations have taken staff up on this offer.	4/9/2014	Patricia Brown, 892 Azalea Drive, Rockville
32	7. not being comfortable voting on this prior to hearing from the affected public	-	The public has adequate opportunity to comment on this draft Plan, and the City has received many comments that have been entered into the public record.	4/9/2014	Patricia Brown, 892 Azalea Drive, Rockville
33	Commissioner Trahan, thank you for your comments related to: 1. forecast for 2040 shows that Rockville is getting older, not younger	-	Bicycling is not intended to be an activity used by any one age group, and the use of a bicycle by someone does not preclude the use of another mode of transportation by someone else. This draft Plan should have no negative impact on Rockville's senior residents. It should also be noted that every age group in Rockville is projected to grow into the future.	4/9/2014	Patricia Brown, 892 Azalea Drive, Rockville
34	2. failing intersections, heavy transportation roads such as Rt. 355	-	Any project that includes the addition of bicycle facilities to the roadway will undergo proper engineering analysis. The City is not interested in increasing traffic congestion or the number of failing intersections throughout the City. It is actually our intention to reduce congestion and the number of failing intersections throughout the City.	4/9/2014	Patricia Brown, 892 Azalea Drive, Rockville
35	Commissioner Hill, thank you for your comment related to: 1. street trees	-	Bicycle projects do not typically have an impact on street trees, especially those bicycle facilities within the existing roadway. Any projects that are proposed to remove street trees will be done with careful consideration for the trees themselves as well as the visual impacts to the road.	4/9/2014	Patricia Brown, 892 Azalea Drive, Rockville
36	Commissioner Hadley, Chair, thank you for your comments related to: 1. on-line touches only 3%	-	The draft Plan has been advertised in a variety of outlets, including the City's website, press releases, radio, the Washington Post, the Gazette, neighborhood associations, and emails. It is the City's intention to reach as many residents as possible.	4/9/2014	Patricia Brown, 892 Azalea Drive, Rockville
37	2. support for additional hearing(s) beyond April 9th	-	The Planning Commission has voted to keep the public record open until additional public hearing(s) are held at a date to be determined.	4/9/2014	Patricia Brown, 892 Azalea Drive, Rockville

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38	3. support for outreach to affected communities	-	City staff has offered to give presentations on the draft Plan to any neighborhood organization that would like one. Several associations have taken staff up on this offer.	4/9/2014	Patricia Brown, 892 Azalea Drive, Rockville
39	Outreach should be thorough and provide enough time for affected communities to research, gather comments from residents and compose a community position. I suggest a minimum of 8 weeks following City presentation to the community.	Outreach should be more thorough.	The Plan has been available to the public since February 5, 2014. Staff gave a presentation to the Planning Commission on March 17, 2014, and has given subsequent presentations to neighborhood groups since then. A public hearing was held on April 9, 2014, and an additional public hearing will be scheduled after the Planning Commission worksessions are complete. This gives the public ample opportunity to review the draft Plan and provide comments.	4/9/2014	Patricia Brown, 892 Azalea Drive, Rockville
40	Where a separate bike lane is proposed in front of a resident's home, a letter should be sent to the homeowner 6 weeks prior to a hearing.	The public should be notified ahead of time before any bike lanes go in on their street.	The public will be consulted prior to the implementation of any recommendations in the draft Plan through their neighborhood associations. Staff will present any plans to the organizations for their input.	4/9/2014	Patricia Brown, 892 Azalea Drive, Rockville
41	I am very excited about the proposed bikeway master plan and strongly believe it should be fully implemented. While I feel safe biking in neighborhoods and side streets, major roads are completely different. Most drivers ignore bikers on major roads and dedicated bike lanes would greatly improve safety. Even with signs on 355, I never bike on it because of safety concerns. As a driver, I understand sharing lanes with bikes on a major thoroughfare such as 355 is difficult and annoying. A cycle track that is proposed along 355 is the perfect solution.	A cycletrack on MD 355 is important.	A cycletrack on MD 355 is proposed in the draft Plan as well as the draft Rockville Pike Plan.	4/9/2014	Alex Torrella, 805 Crothers Lane, Rockville
42	Where I currently live is just too far to walk to shopping centers like Congressional and Federal Plaza but both would be easily accessible by bike. The problem is there is no safe route at the moment. With traffic on 355 always an issue, a dedicated bike lane would allow us to bike there all the time! Along with shopping, I would love to use the bike lane to access restaurants via bike. The same goes for accessing the Rockville Town Center.	Bicycle facilities would make shopping and dining out easier to do by bicycle.	Staff has no response to this comment.	4/9/2014	Alex Torrella, 805 Crothers Lane, Rockville
43	Painted bike lanes are a good idea, but will that paint create a slick surface, especially in wet weather?	Will painted bike lanes be slick in the rain?	For any potential painted bike lanes, the City would choose a product that would not create a hazardous situation for bicycles in wet conditions.	4/12/2014	Stephen Pollock, 405 Grandin Avenue, Rockville
44	Please consider signage that is clearer than the bikeway signage now in place, e.g., it is difficult to tell a yellow dot from an orange dot. Consider different shapes and if colors are used, please make sure there are distinct differences in color.	Use clear signage and colors that are distinct from each other.	Appendix B in the draft Plan outlines 8 through-city routes that would use numbers rather than colors to identify routes. In May 2015, staff also changed the colors of the existing Through-City Bike Routes from yellow and orange to yellow and blue to remove color confusion.	4/12/2014	Stephen Pollock, 405 Grandin Avenue, Rockville

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45	Paraphrase: Doesn't want a bike lane along Azalea Drive if it removes any automobile parking. The parking is highly used at the moment. Look at Crocus or Aster for bike lanes instead.	Don't put bike lane on Azalea if it has to remove auto parking. Look at Crocus or Aster for bike lanes instead.	Staff recommends removing the climbing lane on Azalea Drive from Table 3.1 of the draft Plan as well as the Recommendations Map. Crocus and Aster would not be appropriate streets for bicycle lanes because they are narrower than Azalea and less of a direct connection to the trail at the Senior Center that bike lanes on Azalea would connect to.	4/9/2014	Jim Rechovsky, 1005 Aster Blvd, Rockville
46	Paraphrase: Doesn't want any path to go through the western fence along Montgomery College property. Fears of safety. Would be willing to discuss a trail that goes on the outside of their fence but not through.	Montgomery College will not support any path going through their property.	The draft Plan shows a series of lines for future study to create a connection through or around the Montgomery College property. This connection was an important one identified by the analysis team in the demand analysis. The City of Rockville cannot force the College to open up their campus at various points, but we will continue to advocate for important bicycling connections and work with the College to find the best solutions.	4/9/2014	Don Smith, Facilities Manager at Montgomery College
47	Paraphrase: Loves the Millennium Trail, wishes it were easier for us to fix problems when they arise (for example, issues that require coordination with utilities or the County for the portion of the MT that is in the County)	Doesn't feel like staff is always able to do things to make our trails better based on difficulties in coordinating with other entities.	Mr. Yost is correct in his assessment that there are many things that affect bicyclists that are out of the City's control (signal timing, state- and county-owned roads and trails). The City continues to partner with other agencies and advocates for the best interest of all roadway users.	4/9/2014	Paul Yost, 12561 Ansin Circle Drive, County
48	Paraphrase: We need improved bicycling connectivity on existing roads and better signage with distances and destinations.	We need improved bicycling connectivity on existing roads and better signage with distances and destinations.	That is the intention of this Plan.	4/9/2014	Nancy Breen, chair of the Rockville Bicycle Advisory Committee
49	Paraphrase: We have good paths, but I would like connectivity to get to destinations all throughout the City.	We have good paths, but I would like connectivity to get to destinations all throughout the City.	That is the intention of this Plan.	4/9/2014	Connie Bertka, 1108 Churchview Place, Rockville
50	Paraphrase: Bicycle parking is a major concern for her family when they decide where they are going to go to dinner, etc. by bicycle.	Bicycle parking is a major concern for her family when they decide where they are going to go to dinner, etc. by bicycle.	Bicycle parking is addressed in Section 4.3 - Policies.	4/9/2014	Connie Bertka, 1108 Churchview Place, Rockville
51	Paraphrase: There are lots of benefits to seniors from bicycling.	There are lots of benefits to seniors from bicycling.	Staff has no response to this comment.	4/9/2014	William Michie, did not provide address
52	I agree that Homeowner's Associations should be contacted in a manner timely enough for thorough review. I further recommend you send letters to all the residents would be affected by separate bike lanes in the plan.	Public outreach should be better.	All neighborhood associations were contacted through the Neighborhood Resources Division regarding the Draft Bikeway Master Plan and were offered a presentation on the Plan. As per our public outreach standards, staff will reach out to neighborhood associations in advance of implementing any project when there is sufficient information to present to the public.	4/14/2014	Patricia Brown, 892 Azalea Drive, Rockville

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53	Bike lanes on this street are unacceptable. This is a small two lane street with two traffic circles and an additional narrowed section. It has bus stops on both sides for the #45 Ride On. It is a major route for traffic to Wootton High School and is filled with teenage drivers during school opening and closing times. It is the only place where a number of Rockshire townhouse residents can park, and it also provides overflow parking for many single family homes, the Rockville Community Garden, the Latvian Museum, and two nursing homes. There is too much going on there already and it is a proven fact from past experience that bike lanes can't fit. We welcome biking but bike sharing is the only suitable arrangement for Hurley Avenue. Please remove these bike lanes from the draft plan and notify me of the outcome of this request.	Remove any bike lanes from Hurley Avenue.	Staff met with the Rockshire HOA in the summer of 2013 to discuss the addition of bicycle lanes on Hurley Avenue in conjunction with the planned repaving of the street. Staff originally heard complaints about the idea of reintroducing bicycle lanes to Hurley. Staff redesigned the plan to greatly reduce the impact to on-street parking by putting a bicycle lane on the uphill side of the street and sharrows on the downhill side. Staff brought it back to the neighborhood, and the HOA board voted 4-3 against bicycle lanes. The proposal was not implemented in 2013. These lanes remain in the draft Plan to allow a greater discussion about their merit with the City at large, recognizing it as a major connection between the Millennium Trail and the Sister City bicycle and pedestrian bridge to get bicycle traffic to Town Center. Staff believes the proposal brought to the HOA in 2013 provides adequate parking for all residents.	4/15/2014	Louise Wideroff, Rockshire HOA president
54	An increasing number of current and potential Rockville residents choose to live car-free or "car-lite", relying on bicycling, walking, or public transit for the majority of their transportation. They are attracted to areas that are bicycling and pedestrian-friendly. In fact, in a survey by the Maryland Department of Transportation, 70% of respondents said that suitability for walking and biking was important in their choice of where to live or work. As Rockville works to deepen its tax base, it will only make us more desirable to young people interest in purchasing real estate to be less car-oriented and more multi-modal.	Bicycle and pedestrian friendliness is an important factor in people's life choices.	Staff has no response to this comment.	4/16/2014	Shannon Shea, 70 Moore Dr, Rockville
55	A study from Portland showed that cycling customers actually spent more money on average at bars, restaurants, and convenience stores than drivers.	Bicyclists have economic benefits to local businesses.	Staff has no response to this comment.	4/16/2014	Shannon Shea, 70 Moore Dr, Rockville
56	In major cities in the US, 31% of all bike trips are done by people in the poorest quartile, while 21% are done by the second poorest. Our lowest income neighbors deserve safe facilities for commuting just as much as those with access to cars.	Lower income people often rely on bicycles for transportation and deserve safe facilities.	Staff has no response to this comment.	4/16/2014	Shannon Shea, 70 Moore Dr, Rockville
57	Although it seems counter-intuitive, strategically installing bicycle lanes on roads does not substantially increase traffic on those roads and lowers it across the system. Putting wide roads on a "road diet" by installing bicycle lanes, as parts of the Bikeway Master Plan suggests, also improves safety for all road users by reducing speeding and encouraging more cautious driving.	Road diets can have the benefit of making traffic move more efficiently through an area with fewer automobile lanes.	Road diets are an option to introduce bicycle lanes on some City streets and could be implemented after an analysis is performed and with resident support.	4/16/2014	Shannon Shea, 70 Moore Dr, Rockville

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Comment Number	Full Comment	Comment Synopsis	Staff Response	Date Received	Name and Address of Commenter
58	We the Board of Directors for the Woodley Gardens Cooperative located at 601-651 Azalea Dr. are writing to inform you that we are against the separate bike lane proposed on Azalea Drive.	No bike lanes on Azalea Drive.	Staff recommends removing the climbing lane on Azalea Drive from Table 3.1 of the draft Plan as well as the Recommendations Map.	4/13/2014	Stacy Crawford, President of Woodley Gardens Cooperative
59	We the Board of Directors are extremely disappointed that the City of Rockville failed to provide the Woodley Gardens Cooperative any information regarding the Draft 2014 Bikeway Master Plan.	The cooperative was not informed of the process.	Hjarman Cordero, neighborhood resources coordinator, sent an email to each neighborhood association affiliated with the City of Rockville to inform them of the process and offer a presentation from staff. This email was sent out after the first presentation on the draft Plan to the Planning Commission (March 12) and before the first Public Hearing (April 9). Staff attended the Woodley Gardens Cooperative annual meeting on May 22, 2014 to deliver a presentation and get community feedback.	4/13/2014	Stacy Crawford, President of Woodley Gardens Cooperative
-	Comments are too extensive to document in this spreadsheet, but many were addressed in staff's proposed edits to the draft Bikeway Master Plan.			4/18/2014	Michael Jackson, Maryland SHA Bicycle and Pedestrian Coordinator
60	I find cyclists to be unpredictable, some experienced, some not, and am not comfortable sharing the road with them.	I find cyclists to be unpredictable, some experienced, some not, and am not comfortable sharing the road with them.	People on bicycles are to be treated the same as people operating motor vehicles on the road and have the same rights and responsibilities. By introducing bicycle-specific infrastructure, bicycle movements can become more predictable. When driving a motor vehicle, the operator must use caution when driving near or around bicycles.	4/24/2014	Rosemary Chisarick, 419 Hurley Ave, Rockville
61	The last time Hurley Avenue had marked bicycle lanes, people often walked and jogged in them.	The last time Hurley Avenue had marked bicycle lanes, people often walked and jogged in them.	Bicycle lanes are installed with the intended purpose of bicycle travel. However, it is impossible to regulate the use of the lanes by pedestrians.	4/24/2014	Rosemary Chisarick, 419 Hurley Ave, Rockville
62	Please make every effort to have bicycle lanes off street whenever possible.	Please make every effort to have bicycle lanes off street whenever possible.	By definition, bicycle lanes cannot be created off street. A bicycle lane is the same as a vehicle travel lane and is given the same weight. Many people on bicycles prefer to be on the road to eliminate conflicts with pedestrians, turning traffic, and traffic coming in and out of driveways. Rockville has provided a great network of off-street paths, but this plan provides additional facilities for cyclists who prefer an on-street experience.	4/24/2014	Rosemary Chisarick, 419 Hurley Ave, Rockville
63	Please do not remove on street parking on Hurley to make room for bicycle lanes.	Please do not remove on street parking on Hurley to make room for bicycle lanes.	The Plan does not propose specific actions to attain the facilities recommended in this plan. The public will have additional opportunities to give their input when a project is specifically proposed to be built.	4/24/2014	Rosemary Chisarick, 419 Hurley Ave, Rockville
64	The pieces proposed in this bike plan would enhance and add more connectivity throughout Rockville making it safer and even easier to get around. I believe the issue of connectivity is key in creating more routes for safer travel.	The Plan will create more bicycle connectivity.	Staff has no response to this comment.	4/26/2014	Tracy Threefoot, 12011 Old Bridge Road, Rockville

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65	We have seen the proposed plan for a bike lane on Hurley Avenue and we were surprised by the intention to remove paking spaces for townhouses 706-716 along Hurley Avenue. Firstly, the people who live here are mostly retired seniors and handicapped persons. For us, it will be much more difficult to bring heavy bags from parking lots on Monet Drive to our homes.	Do not remove parking spaces on Hurley for a bicycle lane.	The Plan does not propose specific actions such as removing on-street parking to attain the facilities recommended in this plan. The public will have additional opportunities to give their input when a project is specifically proposed to be built.	4/27/2014	Alexander Gurevich and Yelena Zaslavskaya, 708 Hurley Ave, Rockville
66	Interestingly, that our townhouses are the only houses on the proposed bike lane that should lose their parking spaces.	Only our home is proposed to lose parking spaces.	There is no proposal in this plan for specific actions such as removing parking spaces. The public will be able to provide their input if and when a specific proposal is presented.	4/27/2014	Alexander Gurevich and Yelena Zaslavskaya, 708 Hurley Ave, Rockville
67	Secondly, the part of the proposed bike lane that replaces our parking spaces ends immediately after that and becomes a shared lane on the roundabout. ...adult bike riders have no problem to use Hurley Avenue even now without a bike lane. But parents wouldn't allow their children to use this bike lane anyway because it changes to a shared lane in the most narrow and dangerous part of the street. More suitable for children is an existing pedestrian walkway along Hurley Avenue.	The road has constraints that bike a bicycle lane dangerous, especially for children.	Hurley Avenue has unique constraints that require creative solutions. Other examples exist of bicycle lanes disappearing at choke points such as bump outs or traffic circles. If and when a bicycle lane is officially proposed to be installed, the City would look into additional signage and other enhancements to make the route safer for all road users. Bicycles are allowed on the sidewalk throughout Rockville, as long as the rider travels at a reasonable speed and yields to the pedestrian. Riders who do not feel safe using the bicycle lane, such as children, are encouraged to continue to safely use the sidewalk.	4/27/2014	Alexander Gurevich and Yelena Zaslavskaya, 708 Hurley Ave, Rockville
68	I watched when someone put a bike lane in on Hurley some years ago. I watched as the bike lane was removed shortly thereafter, a failed (and probably very expensive) project. Since then, there have been speed-slowng changes to Hurley, incluing a circle in the middle of the road, and narrowing outcrops from the sides of the road. The circle and the outcrops have curbs. It shocks me that someone would be so foolish as to think that a bike lane on Hurley would in any way be a good idea. Whoever has suggested this should actually look at Hurley Avenue and reconsider.	Do not put bike lanes back on Hurley Avenue.	Any specific plan for adding bike lanes on Hurley Avenue will take careful consideration for the condition of the roadway. Any plan for Hurley Avenue will be brought to neighborhood groups for their input.	5/9/2014	Nancy Murphy, 10 Hastings Circle, Rockville
69	This message is to protest the proposal to convert street parking on Azalea Drive to a bike lane. I am against any parking being eliminated on Azalea Drive. I support bikeways but this is unnecessary and very problematic for residents of Azalea Drive. We already have an insufficient number of parking spaces for the residents and this would create an even bigger deficiency. Azalea Drive is a dead-end street and almost everyone driving on it is a resident. Traffic is very minimal on all of Azalea Drive and could easily and safely accommodate both cars and bicycles.	Do not put bike lanes on Azalea Drive.	Staff recommends removing the climbing lane on Azalea Drive from Table 3.1 of the draft Plan as well as the Recommendations Map.	5/17/2014	Ellen Jablon, 838 Azalea Drive, Rockville; Linda Rosendorf, 834 Azalea Drive, Rockville (used the same form letter)

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Comment Number	Full Comment	Comment Synopsis	Staff Response	Date Received	Name and Address of Commenter
70	I am an avid cyclist and I applaud the City for updating and improving upon the bicycle transportation infrastructure with the latest Bikeway Master Plan. Many of the routes and connections, particularly the N/S and E/W routes that are proposed for improvement are appreciated. The presence of bike lanes and routes was a contributing factor in moving to Rockville.	Bicycle amenities are important features for me.	Staff has no response to this comment.	5/22/2014	Weston Schempf, 622 Azalea Drive, Rockville
71	I haven't been able to see what exactly is proposed for the climbing lane on the east side of Azalea Drive, but it sounds from my fellow residents of Regents Square that all parking on that side of the street will be eliminated. If this is the case, I would like to suggest an alternative that will allow for parking but also for bicycle use. I would propose that the city use pavement markings that would indicate cars can park next to the curb with a solid white line and then 4 feet out from that line a dashed white line.... In addition to providing a visual cycle lane, it would narrow the auto travel lane and provide a visual narrowing of the roadway which would hopefully decrease vehicle speeds.... If this isn't viable, the use of "sharrows" would be another alternative that would be a visual indicator for cyclists and vehicles to share the road.	Here is an alternative to removing car parking on Azalea while also providing some infrastructure for bicycles.	Staff recommends removing the climbing lane on Azalea Drive from Table 3.1 of the draft Plan as well as the Recommendations Map. The idea that was brought up in this comment is not approved by the Maryland Department of Transportation, and therefore we cannot promote it. However, the idea of sharrows is something to consider here if it is determined that a full 5-foot bike lane is not possible without removing car parking.	5/22/2014	Weston Schempf, 622 Azalea Drive, Rockville
72	Our neighborhood has limited traffic. Bicyclists can ride safely in the car lanes in our neighborhood. The speed limit is 25 and people generally go slower than that since there are so many young children in the neighborhood. The bicycle path could be in the middle of the car lanes. If it was thought necessary, there could be a sign to "yield to cyclists."	Traffic is not a concern on Azalea and bicyclists should be able to share a lane with cars without problem.	Staff recommends removing the climbing lane on Azalea Drive from Table 3.1 of the draft Plan as well as the Recommendations Map. The idea of the climbing lane was added to assist people on bicycles who may travel more slowly up the incline on Azalea Drive towards the Senior Center. Staff will consider the idea to add signage reminding people in cars to yield to people on bicycles.	5/22/2014	Carol Baker, 1002 Azalea Drive, Rockville
73	Chris and I like to bicycle around Rockville and the bike lanes run alongside the parked cars - which has seemed to work. I think the defined lanes is unattractive and unnecessary on Azalea but I would prefer this to any parking changes.	Bike lanes are unattractive and would be unnecessary here, but preferable to run next to cars rather than remove car parking.	Staff will take this idea into account if there is any future proposal to include bicycle facilities on Azalea.	5/22/2014	Carol Baker, 1002 Azalea Drive, Rockville
74	Perhaps there is a concern about having the bike lane next to parked cars and that someone might open their door as a cyclist went by? Can the bicycle lane be moved next to the median in the middle of Azalea Drive?	Can the bike lane be on the left side of the road to avoid parked cars?	Having a bicycle lane on the left side of a one-way road is unconventional and likely not allowed by the MUTCD. Staff will take this idea into account if there is any future proposal to include bicycle facilities on Azalea.	5/22/2014	Carol Baker, 1002 Azalea Drive, Rockville

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75	Do we really need paint on the street to assign a bicycle lane anyways? In other parts of Rockville and around the DC area, there are just green signs with arrows pointing the way to the next connection on the bicycle path. Sometimes there is intermediate markings on the street with paint that arrows the way to the next connection - but no defined bicycle lane. I really do not think a bicycle lane is necessary in our quiet little neighborhood!	Sharrows are a good idea here since they don't remove car parking and the street is relatively quiet.	Staff will take this idea into account if there is any future proposal to include bicycle facilities on Azalea.	5/22/2014	Carol Baker, 1002 Azalea Drive, Rockville
-	Comments are too extensive to document in this spreadsheet. Staff responded independently to several comments from MoBike.			5/31/2014	Montgomery Bicycle Advocates (MoBike)
76	Consider the construction of a separate Class 1 Bikeway "Off Road" on top with overlay of the sidewalk on the east side of Hurley Avenue. Evaluate the construction of the Class 1 Bikeway by base widening the existing sidewalk, with concrete or full depth asphalt, and then overlaying with asphalt to achieve a sufficient uniform bikeway surface and width. (An 8 to 10 foot shared bike path seems a possible fit.)	Make Hurley Avenue a Shared Use Path rather than a Bike Lane.	A shared use path on Hurley Avenue would present various problems given the existing uses and driveways, but it is something to consider given the traffic calming measures in the roadway and potential roadway constraints.	6/4/2014	Gerald Cichy, 1 Halifax Court, Rockville
77	Consultation with the Rockshire Homeowners Association should be undertaken, particularly because of any effect on the six townhouses.	Consultation with the Rockshire Homeowners Association should be undertaken.	When the City has a specific proposal to add a bicycle facility to Hurley Avenue, the community would be brought into the process to get their input.	6/4/2014	Gerald Cichy, 1 Halifax Court, Rockville
78	Bike riding in Rockville is essentially a healthy recreational activity, mostly for young, physically active residents. Most commuters cannot do so by bicycles, most senior citizens do not engage in significant bike riding either. Shopping by bicycle is not a viable option simply because riders cannot transport significant loads. Nonetheless, WECA recognizes that bicycling forms part of a balanced recreational system that deserves civic support.	Biking is a good idea for recreation but not for transportation.	Bicycling can be used for a variety of purposes, both for recreation and transportation. Some people even rely on their bicycles for every day trips such as commuting to work, taking their children to school, and going shopping. This Plan is about giving people options to use bicycling more safely for a variety of trips.	6/13/2014	West End Citizens Association
79	The lack of regard by staff for Rockville's citizens is evident from the fact that the Bikeway Master Plan, as drafted (p. 7, sec. 2.2), which identifies the "stakeholders," omits citizens and neighborhoods as "stakeholders," although they would be the primary users of the proposed bike paths. Until staff considers Rockville's residents as principal stakeholders, this plan should not go forward.	Citizens were not considered stakeholders in the draft Plan.	Rockville's citizens have been consulted at several steps throughout the process of drafting this Plan, including their presence on the Bikeway Master Plan Advisory Committee, the Rockville Bicycle Advisory Committee, and the Traffic and Transportation Commission. Staff also went to over a dozen neighborhood organizations in the spring of 2014 to present the draft Plan and gather feedback for Planning Commission review. The draft Plan will be edited to include "citizens" as the first stakeholder group.	6/13/2014	West End Citizens Association

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80	We find it significant that staff has not revealed where the space for these additional lanes will come from. As you know, the West End is not a blank slate; it is an established neighborhood, and as such new bike paths must be taken from the existing streetscape. To accomplish this proposed Plan, there are only two options: create new paths in the city-owned right-of-way in front of houses, or carve out space in the existing roads.	Where is the room coming from for these bicycle facilities?	The Plan does not propose specific actions such as removing on-street parking or travel lanes to attain the facilities recommended in this plan. Any specific plan that impacts individuals will be brought forward to neighborhood groups for their input.	6/13/2014	West End Citizens Association
81	<p>Creating new paths in the city-owned right of way in front of houses would:</p> <ul style="list-style-type: none"> - Diminish front yards, with the attendant loss of trees and the beauty of the existing streetscape. - Lose tree boxes and/or front yards resulting from enlarging existing sidewalks. <p>The potential impacts would be increased safety to pedestrians, particularly to small children, loss of character of the neighborhood through destruction of trees along the roads and the attendant loss of the aesthetic tree-lined streets, and loss of individual property values.</p>	New shared use paths in front of people's homes would be a detriment to the community.	Any plan for creating a shared-use path along streets with homes will take careful consideration for safety and aesthetics. Currently, in the draft Plan, there are no shared use paths recommended for any street with single- or multi-family homes.	6/13/2014	West End Citizens Association
82	<p>Carving out space in the roads would:</p> <ul style="list-style-type: none"> Reduce the width of travel lanes in the roads; Eliminate on-street parking in front of houses, especially those which do not have driveways; and Increase safety hazards for both vehicles and bikes, loss of the character of the neighborhood, by preventing home owners from having easy access to their homes, and reducing property values. 	Using existing road width to add bicycle facilities would be a detriment to the community.	Any plan for adding bicycle facilities to existing road widths will take careful consideration for safety, travel patterns, and automobile parking. Specific plans for significantly altering roads will be brought to neighborhood groups for their comments.	6/13/2014	West End Citizens Association
83	Our experience tells us that once such plans for specific streets are established in the Master Plan, it is a "done deal" and that is it next to impossible for residents to get changes made. Consequently, we believe that it is very important that plans for bicycle lanes on specific streets not be approved until the full impact of such proposed changes are assessed. In addition, these plans need the full input and involvement by residents and neighborhood associations throughout the planning process, not at the end of the process when the City is ready to start painting striped lines on our streets.	We need to see plans for how all of these bicycle facilities will be designed before supporting the plan.	The Plan does not propose specific actions such as removing on-street parking or travel lanes to attain the facilities recommended in this plan. When specific plans are available for bicycle facilities in neighborhoods, the plans will be brought forward to neighborhood groups for their input.	6/13/2014	West End Citizens Association

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84	How many trips are not made down Rockville Pike because of the dread of traffic? Knowing that I can hop on my bike and get from point A to point B safely encourages me to make that trip, then to stop for some coffee, or dinner before I'm done. No money will be made from the trips I don't take. ... there are studies showing for the first time in history young professionals are not automatically buying cars, instead favoring public and alternative transportation and the communities which enable that.	Bicycle infrastructure encourages people to make more trips and spend more money at stores along bike routes. Also, millennials are not buying cars as much as older generations and need to be planned for.	Staff has no response to this comment.	2014	Brenda Ruby (submitted as part of Rockville Pike Plan testimony) 18151 Marksman Circle, #303 Olney, MD 20832
85	I enthusiastically endorse the draft of the Rockville Pike Plan because of its inclusion of 2 protected bike lanes on either side of the Corridor. ... Rockville will be setting a high standard with the current plan. Understandably, this is a draft and will undergo several revisions. I hope those revisions do not exclude the protected cycling lanes as currently envisioned.	Bike lanes on Rockville Pike are important.	The testimony specifically related to Rockville Pike was passed along to CPDS to include in the Rockville Pike's Plan comment process.	12/24/2014	Stephen M Ross 10301 Grosvenor Place #1705 Rockville, MD 20852
86	We are writing to request that you vote "No" on the Draft Bikeway Master Plan unless Azalea Drive is first removed from the Plan and the current Class III bikeway sign is moved from Azalea Drive to Aster Boulevard. The Regents Square Condominium Board is against any type of identified bike lane on Azalea Drive. We are concerned about several problems: (1) increased bicycle traffic on Azalea Drive due to increased signage, mapping and advertisement (even without a separate bike lane), and (2) potential removal of on-street parking in the future.	Do not put any bicycle facilities on Azalea Drive, and remove the existing signs.	Staff recommends removing the climbing lane on Azalea Drive from Table 3.1 of the draft Plan as well as the Recommendations Map. Staff will not remove the existing Bike Route signs from Azalea Drive.	1/16/2015	Regents Square Condominium Board of Directors
87	[A reiteration of information already stated regarding the desire to not have a bike lane on Azalea Drive, and accusing staff of not listening to the community by not taking it out of the draft Plan]	Do not put bicycle lanes on Azalea Drive.	Staff has not been able to remove Azalea from the draft Plan as the Planning Commission has not taken up the specific comments and directed any edits. Staff recommends removing the climbing lane on Azalea Drive from Table 3.1 of the draft Plan as well as the Recommendations Map. .	1/22/2015	Woodley Gardens Civic Association
88	[A reiteration of information already stated regarding the desire to not have a bike lane on Azalea Drive]	Do not put any bicycle facilities on Azalea Drive, and remove the existing signs.	Staff recommends removing the climbing lane on Azalea Drive from Table 3.1 of the draft Plan as well as the Recommendations Map. Staff will not remove the existing Bike Route signs from Azalea Drive.	1/23/2015	Woodley Gardens Co- operative

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89	As part of Rockville's Complete Street policy adopted in 2009, streets should have facilities for all users, including pedestrians, bicyclists, transit users, and motorists. Cost-effectively implementing this policy requires taking advantage of the times when roads are already being modified. Constructing pedestrian or bicycle infrastructure, including bike lanes, during unrelated construction or repaving saves residents money and minimizes the inconvenience to residents. Having an updated Bikeway Master Plan at hand allows city planners to match bicycle projects to appropriate road construction.	Having an updated Bikeway Master Plan helps coordinate infrastructure projects.	Staff does its best to coordinate the installation of bicycle facilities with other street projects per the Complete Streets policy. Having an updated Bikeway Master Plan would help streamline that process.	2/3/2015	Nancy Breen, chair of the Rockville Bicycle Advisory Committee
90	Having an updated Bikeway Master Plan will help maintain our Bicycle Friendly Community designation from the League of American Bicyclists, a point of community pride.	Our current Bikeway Master Plan is aging and needs to be updated.	Rockville's Bicycle Friendly Community status is up for renewal in 2016. Having a Bikeway Master Plan that is over 10 years old is going to reflect poorly on our application.	2/3/2015	Nancy Breen, chair of the Rockville Bicycle Advisory Committee
91	[A reiteration of information already stated regarding the desire to not have a bike lane on Azalea Drive]	Do not put bicycle lanes on Azalea Drive.	Staff recommends removing the climbing lane on Azalea Drive from Table 3.1 of the draft Plan as well as the Recommendations Map. However, staff will not remove the existing Bike Route sign from Azalea Drive.	2/4/2015	Robin Ferrier 632 Azalea Drive
92	[A reiteration of information already stated regarding the desire to not have a bike lane on Azalea Drive and to locate bike route along Aster instead]	Do not put bicycle lanes on Azalea Drive.	Staff recommends removing the climbing lane on Azalea Drive from Table 3.1 of the draft Plan as well as the Recommendations Map. However, there is no intention to relocate said route to Aster Boulevard.	2/4/2015	Lillian Butler 771 Azalea Drive
93	[A reiteration of information already stated regarding the desire to not have a bike lane on Azalea Drive]	Do not put bicycle lanes on Azalea Drive.	Staff recommends removing the climbing lane on Azalea Drive from Table 3.1 of the draft Plan as well as the Recommendations Map. However, staff will not remove the existing Bike Route sign from Azalea Drive, and staff disagrees that Azalea Drive is "too densely populated to be an appropriate bicycle route of any type".	2/5/2015	JoAnne Riley Barron 765 Azalea Drive
94	[A reiteration of information already stated regarding the desire to not have a bike lane on Azalea Drive]	Do not put bicycle lanes on Azalea Drive.	Staff recommends removing the climbing lane on Azalea Drive from Table 3.1 of the draft Plan as well as the Recommendations Map. However, staff will not remove the existing Bike Route sign from Azalea Drive, and staff disagrees that Azalea Drive is "too densely populated to be an appropriate bicycle route of any type".	2/5/2015	Lynn Marble 844 Azalea Drive
95	[A reiteration of information already stated regarding the desire to not have a bike lane on Azalea Drive and to locate bike route along Aster instead]	Do not put bicycle lanes on Azalea Drive.	Staff recommends removing the climbing lane on Azalea Drive from Table 3.1 of the draft Plan as well as the Recommendations Map. However, there is no intention to relocate said route to Aster Boulevard.	2/7/2015	Linda Rosendorf
96	[A reiteration of information already stated regarding the desire to not have a bike lane on Azalea Drive]	Do not put bicycle lanes on Azalea Drive.	Staff recommends removing the climbing lane on Azalea Drive from Table 3.1 of the draft Plan as well as the Recommendations Map.	2/8/2015	Edith Kropp 734 Azalea Drive Jeanne Ryan 714 Azalea Drive
97	[A reiteration of information already stated regarding the desire to not have a bike lane on Azalea Drive]	Do not put bicycle lanes on Azalea Drive.	Staff recommends removing the climbing lane on Azalea Drive from Table 3.1 of the draft Plan as well as the Recommendations Map.	2/9/2015	Suzanne Gust 741 Azalea Drive

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98	[A reiteration of information already stated regarding the desire to not have a bike lane on Azalea Drive and to locate bike route along Aster instead]	Do not put bicycle lanes on Azalea Drive.	Staff recommends removing the climbing lane on Azalea Drive from Table 3.1 of the draft Plan as well as the Recommendations Map. However, there is no intention to relocate said route to Aster Boulevard.	2/9/2015	Ellen Ryan 826 Azalea Drive
99	[A reiteration of information already stated regarding the desire to not have a bike lane on Azalea Drive and to locate bike route along Aster instead]	Do not put bicycle lanes on Azalea Drive.	Staff recommends removing the climbing lane on Azalea Drive from Table 3.1 of the draft Plan as well as the Recommendations Map. However, staff will not remove the existing Bike Route sign from Azalea Drive.	2/11/2015	Jean M. Austin 833 Azalea Drive
100	[A reiteration of information already stated regarding the desire to not have a bike lane on Azalea Drive]	Do not put bicycle lanes on Azalea Drive.	Staff recommends removing the climbing lane on Azalea Drive from Table 3.1 of the draft Plan as well as the Recommendations Map.	2/12/2015	Ellen Jablon 838 Azalea Drive